

THE IOLA REGISTER.

Ten Pages

REGISTER, ESTABLISHED 1866.
COURANT, ESTABLISHED 1880.
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SAVONBURG PROGRESS, ESTABLISHED 1891.

IOLA, ALLEN COUNTY, KANSAS, FRIDAY, FEBRUARY 18, 1898.

VOL. XXXII. No. 12

Rail Road Time-Table.

SANTA FE ROUTE.	
GOING EAST.	
Passenger No. 202	1:30 p. m.
" 204	2:30 a. m.
Freight No. 216	11:25 a. m.
" 730	8:45 p. m.
GOING WEST.	
Passenger No. 201	2:15 p. m.
" 203	2:15 a. m.
Freight No. 215	2:15 p. m.
Passengers leaving Iola on our train No. 202 at 1:30 p. m. can arrive in St. Louis next morning at 2:30 a. m., Chicago at 9:45 a. m., Toledo, Ohio 4:15 p. m., Louisville, Ky. 11:59 a. m., Cincinnati, Ohio 11:30 a. m.	
R. A. EDGAR, Agent.	
PORT SCOTT, WICHITA & WESTERN.	
GOING EAST.	
No. 10—Passenger	6:50 p. m.
No. 122—Local freight	4:05 p. m.
GOING WEST.	
No. 9—Passenger	8:31 a. m.
No. 121—Local freight	10:00 a. m.
No. 10 has reclining chair car, seats free, Wichita to St. Louis, and elegant day coach Wichita to Kansas City.	
No. 9 has reclining chair car, seats free, St. Louis to Wichita, and elegant day coaches Kansas City to Wichita and Geneseo.	
No. 485 and 486 carry passengers between Ft. Scott and East Eldorado.	
No change of cars between Iola and St. Louis, arriving at St. Louis 7:20 a. m. Only one change between Iola and Denver or Pueblo, arriving at Pueblo 7:10 a. m., Colorado Springs 9:35 a. m., Denver 12:10 p. m.	
T. A. T. excursion and through tickets always on hand.	
J. T. COZAD, Agt.	

Dr. J. R. PEPPER,
Dental Surgeon.
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Iola, Kansas.

DR. H. W. EWING,
Dental Surgeon.
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and children.
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Oculist and Physician.
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**BUILD A HOUSE,
BARN or FENCE?**
THEN REMEMBER THAT

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LUMBER YARD**

IS THE MOST COMPLETE IN AL-
LEN COUNTY, AND THAT MY
PRICES ARE AS LOW AS THE
LOWEST

KRUEGER & KREUTER.

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Lard and Sausage**

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paid for beef cattle.

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F. A. NORTHURP, Vice-President.
D. P. NORTHURP, 2nd Vice-Prest.

J. H. VANNUYS, Cashier.
LEWIS L. NORTHURP, Assist. Cashier.

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A good wagon
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enjoyed by the man who has
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Farm property for sale. Correspondence solicited and
requests for information promptly answered.

IOLA. - - - - KANSAS.

THE RIGHT MUST WIN.

Oh, it is hard to work for God,
To rise and take life's part
Upon this battlefield of earth,
And not sometimes lose heart!

He hides Himself so wondrously,
As though there were no God;
He is least seen when all the powers
Of ill are most abroad.

Or he deserts us at the hour
The fight is all but lost;
And seems to leave us to ourselves
Just when we need him most.

Ill masters good; good seems to change
To ill with greatest ease;
And, worst of all, the good with good
Is at cross-purposes.

Ah! God is other than we think;
His ways are far above,
Far beyond reason's height, and reach'd
Only by child-like love.

Workman of God! Oh, lose not heart,
But learn what God is like;
And in the darkest battlefield
Thou shalt know where to strike.

Thrice blest 'd he to whom is given
The instinct that can tell
That God is on the field when He
Is most invisible.

Bless'd, too, is he who can divine
Where right God is like;
And dares to take the side that seems
Wrong to man's blindfold eyes.

For right is right, since God is God;
And right the day must win;
To doubt would be disloyalty,
To falter would be sin.

—Frederick William Faber.

INTO THE WOODS AND OUT OF THEM.

The annual meeting of the Kansas
Editorial Association, held at Kansas
City, Kansas, last week, was uncom-
monly successful, in point of attend-
ance and satisfaction of program.
Monday evening and Tuesday the
Association was the guest of the good
people of Kansas City and the recep-
tion and entertainment were delight-
fully cordial. There were speeches
and lunches and a carriage ride over
the city which included a visit to the
great institutions which have made
Kansas City the metropolis of Kansas
and which were a revelation to many
of the visitors who have been in the
habit of thinking that the Kansas
part of the town was merely an over-
flow from the Missouri city. The ed-
itor of the REGISTER was placed un-
der special obligation to Hon. F. D.
Coburn, whose announcement of with-
drawal from the race for governor was
heard with so much regret by thou-
sands of admirers all over the State.

Tuesday evening the Association
was the guest of the Kansas City
Missouri Commercial Club at dinner
at the Midland and afterwards at the
Club rooms, which were placed at the
disposal of the editors during the re-
mainder of their stay in the city.
Long practice has made the Kansas
City Commercial Club past masters
in the art of entertaining their friends,
and those who have been the bene-
ficiaries of their unstinted but
lavish hospitality will recall the oc-
casion with pleasure as long as they
live.

The chief feature of the meeting,
however, was the excursion to Port
Arthur upon which about 150 mem-
bers of the Association and their fam-
ilies, to the total number of nearly
three hundred persons, started on
Wednesday evening. The excursion-
ists were the guests of the Kansas
City, Pittsburg & Gulf railroad, and
of Messrs Edwards & Moffitt, and it
may as well be said in the beginning
and once for all, that no effort on the
part of the officials of the road and of
"Billy" Edwards who represented
his firm, was spared that would in
any way contribute to the comfort or
convenience or pleasure of the travel-
ers. No crowd was ever better hand-
led or treated with more unflinching
patience and courtesy.

The Kansas City Pittsburg and
Gulf railroad is a stupendous enter-
prise, a lasting monument to the
genius and the tireless energy of one
man, A. E. Stillwell. The road runs
from Kansas City almost due south to
the Gulf, a distance of nearly 800 miles
touching Missouri, Kansas, Arkansas,
Indian Territory, Louisiana and
Texas. At Kansas City it connects
with twenty-seven railroads, at
Omaha with ten, at Des Moines with
seven, and at Port Arthur it connects
with the sea. It was built with Hol-
land money, not a dollar being asked
from any county or city through
which it passes. It penetrates a
territory until now untouched by a
railroad and therefore undeveloped.
For five hundred miles it traverses a
continuous forest, the lumber from
which will tax its transportation
facilities for many years to come. It
opens up also a large territory of the
richest cotton and orchard lands in
the world, heretofore unavailable be-
cause beyond the reach of markets.
Thousands of happy and prosperous

homes will be made possible because
the money power gave up twenty
millions of its hoarded dollars to build
this road, and hundreds of thousands
of men will find profitable employ-
ment because of the successful com-
pletion of this enterprise.

But Kansas is especially interested
in this road because it lays Kansas
products down at tide water from
twelve to thirty cents a hundred
pounds cheaper than has heretofore
been done. We saw in the great
warehouses at Port Arthur thousands
of tons of Kansas flour destined for
Liverpool, Amsterdam, Antwerp and
other distant markets. Between now
and June first seven vessels will sail
from this port and every one of them
will be loaded chiefly with the pro-
ducts of Kansas farms. The comple-
tion of this road and its deep water
project will add thousands of dollars
every year to the value of the grain
and livestock raised in Kansas.

But how about deep water? That
is the big question, but the Dutchmen
who built the P. & G. have already
answered it, to all practical intents.
Here is the situation: The town of
Port Arthur is situated on the Texas
shore of Sabine lake, an arm of the
sea about 12 miles wide and 30 miles
long, and about 6 feet deep. Seven
miles below the town is deep water.
In order that the sea-going ships may
reach Port Arthur a ship canal seven
miles long must be constructed. This
canal is not to be made by deepening
the waters of the shallow lake, but by
cutting through the land. Already it
is more than half completed. To finish
it is only a matter of money and
time, and the money is ready. For-
tunately the earth to be excavated is
neither sand nor rock, but a stiff clay,
easy to dig and yet leaving firm
banks. It is a man's job of course, to
cut a ditch 180 feet wide at the top, 75
feet wide at the bottom, 25 feet deep
and seven miles long. But it can be
done, and the steadfast Dutchmen
who have already put \$20,000,000 into
this undertaking will see that it is
done.

The town of Sabine Pass is eight
miles below Port Arthur and is on a
deep water harbor. "Then why Port
Arthur at all?" That is the question
everybody asks, and here is the an-
swer: The town of Sabine Pass and
all the adjoining shore line available
for terminals or wharves and docks,
belongs to Schulz Brothers, the New
York bankers. When the Pittsburg
& Gulf people applied to them for
shipping facilities they were told that
they would be given switch yards,
but that they would have to pay for
their wharfage and dockage. In other
words they could come into the
back door of the house free, but they
must pay to get out through the front
door. That didn't suit the Dutch-
men. Another thing, the Sabine
harbor is not safe for ships and the
townsite is not safe for houses. A few
months ago a wind blew a wave in
from the Gulf, destroyed all the ship-
ping at anchor in the harbor and
swept away nearly every house in the
town. That was not pleasant. And
it is likely to happen again. Hence
the canal, where ships will be safe,
and Port Arthur, where houses will
stay where they are put.

Port Arthur as the terminus of
a great railroad and a port of entry
is one proposition; Port Arthur as a
boom town speculation is another and
quite a different one. At the present
time there are perhaps 300 houses on
the townsite, most of them boarding
and business houses, and the total
resident population is perhaps 600,
most of whom would like to get away.
And yet corner lots on what are sup-
posed to be business streets are held
at \$2,400 and inside lots at \$1,000 to \$1-
200. Of course those who buy at such
prices are dealing in futures, and
very distant futures at that. In
twenty years, maybe, these lots will
be worth for actual occupancy and use,
the prices now asked for them.
Twenty years is a good while to wait.
Export trade alone will not make a
great city. Galveston does a tremen-
dous export business, but the town is
as dead as ditch water. It requires
manufactories and a great import
business to make a big sea coast city.
It is hard to see what can ever make
Port Arthur a great importing or a
great manufacturing city. There is a
lot more money to be made in Iola
real estate these next ten years than
in Port Arthur town lots.

There is twenty miles of prairie be-
tween the forest and lake Sabine. As
flat as a floor and covered with rank
grasses. Some 80,000 acres of this
prairie has been owned by a cattle

company for the past thirty years
and thus withheld from the market.
The Dutchmen bought 56,000 acres of
it for \$6.00 an acre. They are offering
it for sale now at prices ranging from
\$20 to \$50 an acre. Their idea is to
sell it in small tracts for fruit and
vegetable farms. There is no reason
why they should not do it, and if
they do the whole country will be a
garden sometime. They have start-
ed an experiment farm a few miles
out from Port Arthur and are demon-
strating that the soil and climate are
adapted to all kinds of "truck." They
have brought a colony of Hollanders
over from the old country also and
planted them out on the prairie to
work out their salvation.

The biggest town near Port Arthur
is Benmont, twenty miles away. It
is a typical southern city, 8,000 peo-
ple, rich and prosperous, with lumber
to be had for the hauling, but without
a sidewalk or a street lamp, and until
last year without a tree school.
Shreveport is another big town with
the same "shiftless" characteristics.
Texarkana is far enough north to have
sidewalks and one paved street, but
outside this street not a light. At the
depot here we were met by C. C.
Brenkle, formerly of Iola, later of
Neosho Falls, but for several years
past a druggist in Texarkana, and are
indebted to him and to Dr. Williams,
also formerly of Neosho Falls, for a
ride about the city and for many hos-
pitable attentions. Mr Brenkle has a
fine store and has done well in a busi-
ness way, but the people are not his
people nor their ways his ways and
he is homesick for Kansas.

There was a stop of two hours at
Pittsburg, made delightful by the
cordial reception and the generous
hospitality of genuine Kansas people,
the best people on top of the earth.
Iola feels akin to Pittsburg because
indebted to her for so large an addi-
tion to our business and population.
It is a real pleasure to know, therefore,
that in spite of her generous contribu-
tions to Iola she yet made a net gain
of over two thousand in her popula-
tion last year, and is doing a bigger
business now than ever before. In
the midst of the biggest zinc produc-
ing territory in the world, and with
3 1/2 feet of coal only sixty feet under
ground to draw upon, Pittsburg isn't
worrying any about the future.

H. A. Perkins, formerly editor of
the REGISTER, President of the Asso-
ciation, and J. W. Morphy, of the
Topeka Advocate, Secretary, arranged
the excursion, and by their attention
to all the details and their unflinching
patience and courtesy, placed every
man, woman and child who was in
their charge under personal obliga-
tion to them. It was a fortunate
journey.

CONCERNING CERTAIN LECTURES.
The first thing Colonel Fred Funston did
on his arrival in Iola was to deliver a lecture
on Cuba before the high school. Will some-
body who is smart please tell us why a man
who has built up a great reputation for
heroism is willing to undermine it by as-
saulting such a poor, weak, retreating thing
as the lecture platform?—Topics in E. C.
Journal.

Fred Funston is a graduate of the
Iola high school. When he reached
home after nearly two years spent in
the ranks of the Cuban army, the
students of the high school to the
number of ninety-five signed a note
inviting him to make an address to
them. He accepted the invitation
because it would have been churlish
to decline it, and he devoted the hour
which he occupied to a historical ac-
count of the political conditions in
Cuba and of her struggle for liberty,
saying nothing, or next to nothing
about himself personally.

The condition of the lecture platform
depends altogether on the man who
climbs onto it. It will not be a "weak
retreating thing" under the feet of
Fred Funston. He knows more than
any other man in America about
Cuba and the Cuban war. He has a
story to tell that the people are hun-
gry to hear, as is evidenced from hun-
dreds of letters inviting him to lec-
ture in all parts of the country, and
he knows how to tell it. In yielding
to the solicitations of those who want
to know what he, better than any
other man can tell them, Mr. Funston
is not making capital of his wounds,
nor undermining the splendid reputa-
tion he has won.

Lawrence Journal: Under the bene-
ficent rule of the Pops, the State grain
inspector has a cash balance on hand
of \$97. The Pop statesmen assured
the people that their folks could make
\$100,000 a year out of that office and
do it dead easy. They missed their
figures only \$99,903, which is not such
a bad guess or promise for a Pop.